

(No Model.)

D. C. MEEKER.
BRAKE STAFF SUPPORT.

No. 420,691.

Patented Feb. 4, 1890.

Fig. 1.

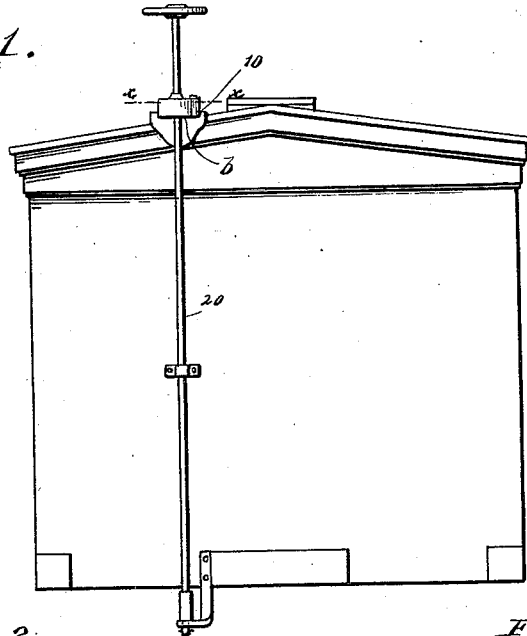


Fig. 2.

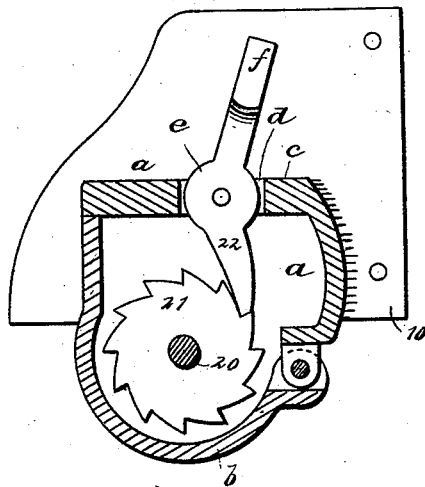
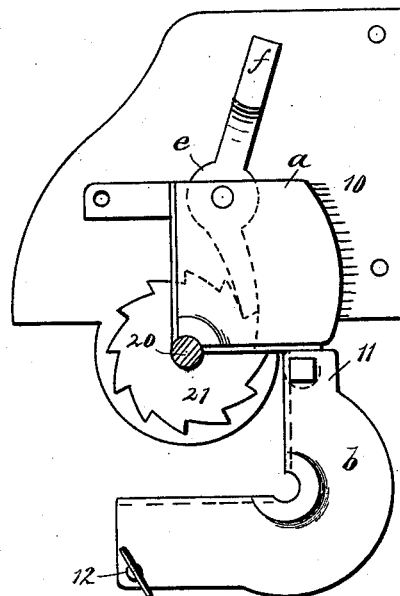


Fig. 3.



WITNESSES:

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DANIEL CAMP MEEKER, OF BRADFORD, PENNSYLVANIA.

BRAKE-STAFF SUPPORT.

SPECIFICATION forming part of Letters Patent No. 420,691, dated February 4, 1890.

Application filed May 11, 1889. Serial No. 310,384. (No model.)

To all whom it may concern:

Be it known that I, DANIEL CAMP MEEKER, of Bradford, in the county of McKean and State of Pennsylvania, have invented a new and Improved Brake-Staff Support, of which the following is a full, clear, and exact description.

Brake-staffs are ordinarily connected to freight and box cars by simple brackets, and the pawls which engage the staff-ratchets have ordinarily been secured to the wood-work of the car by simple wood-screws, the arrangement being such that snow, ice, dirt, &c., frequently interfere with the proper operation of the pawl and ratchet, and it frequently happens that the pawl becomes loosened and gives way, owing to its insecure support. It is to obviate these objections that I have designed the support forming the subject-matter of this application, the invention consisting, essentially, of a bed-plate arranged for connection with a car-roof or the plate of a box-car, such bed-plate being formed with a partial housing and being provided with a swinging section, which is a complement of the housing made integral with the bed-plate, the upper end of the brake-staff being guided by the bed-plate and the pawl being pivotally connected to the said bed-plate, all as will be hereinafter fully explained, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

Figure 1 is an end view of a portion of a freight-car representing the same as it appears when provided with my improved brake-staff support. Fig. 2 is an enlarged sectional plan view; and Fig. 3 is a detail view, the brake-staff being shown in section, and the cover or complementary housing section being represented as it appears when in the open position.

In the drawings, 10 represents a casting arranged to overlap the upper edge of the car-roof or the upper edge of a box-car. This casting is formed with one section *a* of

a housing 11, the other section *b* of said housing being hinged to the section *a* and being complementary thereto, the arrangement being such that the section *b* may be swung into the position in which it is shown in Fig. 2 and there held to place by a set-screw 12.

The casting 10 serves as a support for the upper end of a brake-staff 20, and just above the casting the ratchet 21 of said staff is arranged in a position such that when the section *b* is adjusted to the position in which it is shown in Figs. 1 and 2 it will be effectually housed.

In the rear flange *c* of the housing 11 there is formed an aperture *d*, through which the pawl 22 extends, said pawl being formed with a circular boss *e*, the peripheral face of which closely approaches the end walls of the slot or opening *d*. The foot-piece *f* of the pawl 22 extends out over the casting 10.

Such a construction as the one above described insures a proper holding of the pawl and ratchet and prevents the entrance of snow, hail, dirt, or any matter which would be likely to clog and prevent the proper operation of the pawl and ratchet. Then, too, as the pawl is supported by a pintle that is stepped in metal it necessarily follows that the position of the pawl is not so liable to shift, and consequently the pawl will always be in position to engage the ratchet.

The advantages of the brake-staff support above set forth will be appreciated by all having had occasion to use the ramshackle mountings heretofore employed. The casting 10 and the housing-section *b* should be made of malleable iron.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A brake-staff support comprising a housing formed of two sections hinged together, one section being provided with an aperture in one side, substantially as described.

2. The housing formed of two sections hinged together, one section being provided with an aperture in one side, and a pawl formed with a circular boss and a foot-piece pivoted in the aperture of the housing, in

combination with a brake-staff, and a ratchet carried by the said staff, substantially as herein shown and described.

3. The combination, with a casting formed
5 with a housing-section, of a complementary housing-section hinged thereto, a pawl mounted to extend within the housing, and a ratchet carried by the staff and arranged within the housing in position to be engaged by the
10 pawl, substantially as described.

4. The combination, with a casting formed with a housing-section, of a complementary housing-section hinged thereto and provided

with a set-screw 12, a staff supported by the casting, a ratchet carried by the staff, and a 15 pawl pivotally connected to the casting and arranged to extend within the housing to engage the ratchet, said pawl being formed with a circular boss *e* and an outwardly-extending foot-piece *f*, substantially as described. 20

DANIEL CAMP MEEKER.

Witnesses:

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